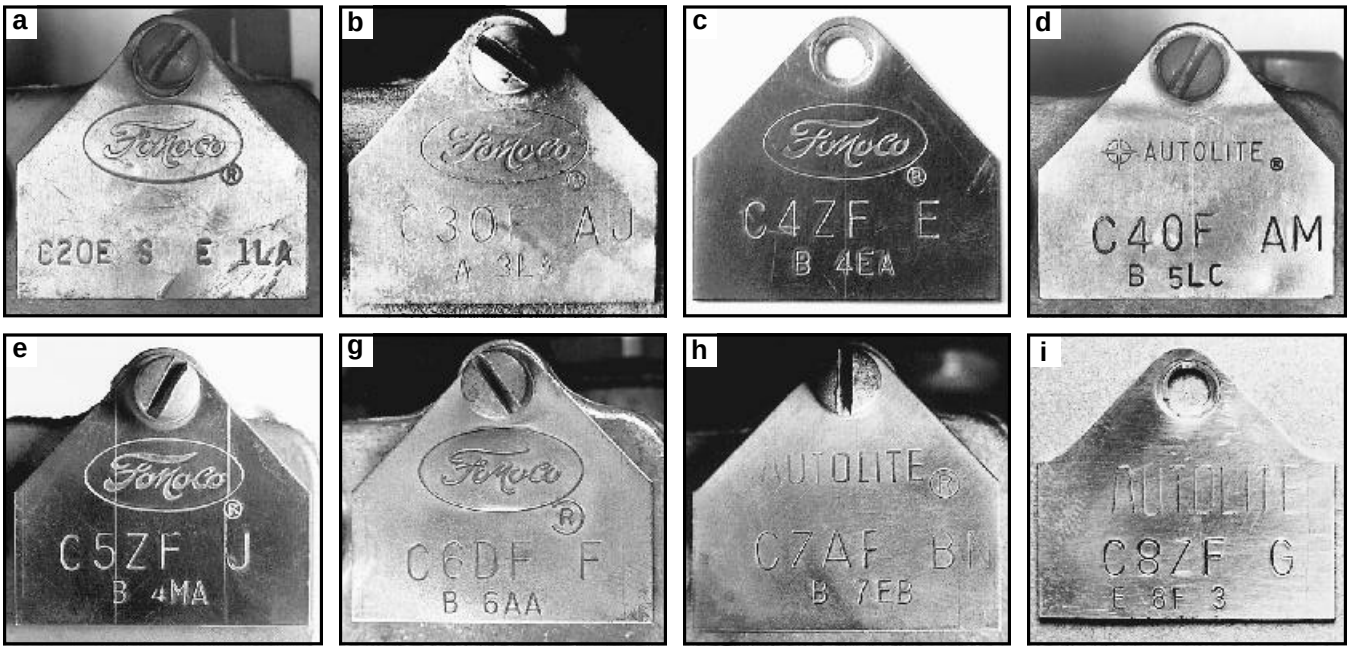
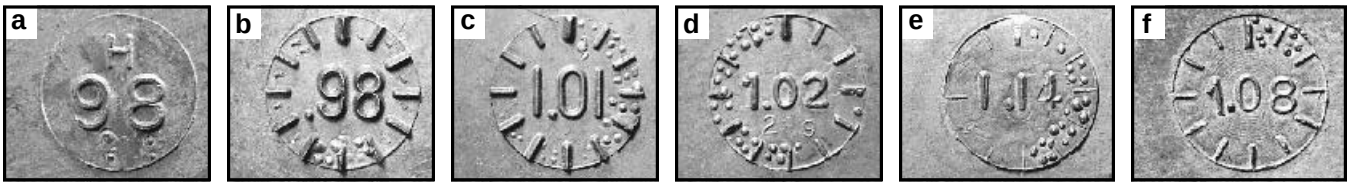
Carburetor Tags & Venturi Sizes

All carburetor tags carried an identification number used to determine application, specifications, and replacement parts. Also included on the tag was a design change code (a single letter such as A, B, C, D, or E), followed by a date code. The date code for 1962 through part of 1968 production (which included calendar year 1961) gave the year (single number), month (A–January, B–February, C–March, D–April, E–May, F–June, G–July, H–August, J–September, K–October, L–November, M–December), and week (A–first week of the month, B–second week, C–third week, D–fourth week, E–fifth week). Beginning in early 1968 production, Ford dropped the week coding in favor of using just the date.



For 1962 and into 1963, small letters **(a)** were used on the carburetor tags. During 1963, the large letters **(b)** were first introduced. With the Mustang introduction in mid-1964, tags with a Z **(c)** came into use. Some replacement carburetors carried a unique tag **(d)** that differed from normal production items. Note the Autolite star, popular in the mid-1960s, and the early 1966 production date of *5LC* on this *C4OF-AM* 260 V8 tag. Some carburetors also carried different tags than their stamped numbers, such as this *C5ZF-J* tag **(e)** found on a *C5ZF-C* carburetor **(f)**. California engines in 1966/67 required T/E. Ford distinguished these carburetors by using brass tags **(g)**. For 1967 production, the carburteor tags began using the *AUTOLITE* logo **(h)**. In 1968, a different design tag **(i)** was phased in replacing the 1967 design. Also the date code changed from year/month/week to year/month/date.



On the front left side, each carburetor body casting indicated its primary venturi diameter. The 1962 221 was .98 inch **(a)**, which continued for 1963 **(b)**. The 260 used the size of 1.01 **(c)** for all its years. When the 289 2V debuted in 1963, its size was 1.02 **(d)**. Note the 289 marking below the number. During 1964, the 2V size was increased to 1.14 **(e)**, and remain so until some 1967 carburetors used 1.02 again. When the throttle size increased from 1 7/16" to 1 9/16" for 1968 2Vs, the venturi diameter decreased to 1.08 **(f)**. The 1963/67 HiPo 4Vs were always 1.12 **(g)**. Also, the early 1964 Comet 4Vs with the large 1 9/16" throttle bores were 1.12 **(h)**. However, when the throttle size decreased to 1 7/16" in late 1964, the venturi size was deceased to 1.08 **(i)**.